

JUL 16 2007

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REMARKS

In the present Office Action, new claims 55 and 56 have been added. These claims copy claims 1 and 13, respectively, that have been allowed and are contained in United States Patent No. 7,198,111. Support for the new claims is illustrated in a claim chart that follows. Applicants suggest an Interference.

It is noted that in a USPTO Office Action mailed June 2, 2006 for United States Patent Application Serial No. 10/907,134 that matured to U.S. Patent No. 7,198,111, Claims 1-3, 5, 6, 8, 9, 11, 13 - 16 and 24 - 28 were rejected under 35 U.S.C. 102(e) as anticipated by U.S. Patent Application Publication No. 2004/0226726, which is the publication of Applicants' present application. Claims 4, 7, 17 - 21, 23 and 29 of Serial No. 10/907,134 were rejected under 35 U.S.C. 103(a) as obvious in view of U.S. Patent Application Publication No. 2004/0226726. Claims 10 and 22 were rejected under 35 U.S.C. 103(a) as obvious in view of U.S. Patent Application Publication No. 2004/0226726 in view of Golden (U.S. Patent No. 5,808,541) or U.S. Patent Application Publication No. 2004/0226726 in view of Meister (U.S. Patent No. 5,129,386, respectively. These rejections were traversed by the USSN 10/907,134 applicants by a Declaration under 37 CFR ..131.

Suggestion of an Interference by Applicants under 37 CFR 41.202

1. Identity of patent with which applicants seek an interference - United States Patent No. 7, 198,111 titled "Automotive Vehicle with Fire Suppression System" by Joseph B. Dierker, Jr. et al., that issued on April 4, 2007.

2. Identity of all claims the applicants believe interfere, propose one or more counts and show how the claims correspond to the one or more counts -

Proposed Count 1:

An automotive vehicle, comprising: a vehicle body; a reservoir containing a fire suppressant agent, with said reservoir being mounted in proximity to said body; a

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distribution system for receiving the fire suppressant agent from said reservoir and for conducting the fire suppressant agent to at least one location about said body; a sensor system for determining whether the vehicle has been subjected to an impact and whether the vehicle is moving subsequent to such an impact; and a controller, operatively connected with said sensor system and said reservoir, for causing said reservoir to initiate delivery of the fire suppressant agent from the reservoir to the distribution system.

Applicants' claims 32 and 55 correspond to Count 1 as do claims 1 – 12, 17 – 25 and 28–29 of United States Patent No. 7,198,111:

Count 1	Applicants' Claim 32	Applicants' Claim 55 and Claim 1 of US 7,198,111	Claim 2 of US 7,198,111
An automotive vehicle, comprising:	A fire suppression system for a vehicle (Claim 26). Said vehicle is a passenger automobile. (Claim 27)	An automotive vehicle, comprising	An automotive vehicle, comprising
a vehicle body;	A fire extinguisher fit into said vehicle (Claim 26)	a vehicle body;	a vehicle body;
a reservoir containing a fire suppressant agent, with said reservoir being mounted in proximity to said body;	A fire extinguisher fit into said vehicle (Claim 26) and containing a propellant and a fluid fire suppressant (Claim 1).	A reservoir containing a fire suppressant agent, with said reservoir being mounted in proximity to said body;	A reservoir containing a fire suppressant agent, with said reservoir being mounted in proximity to said body, wherein said reservoir

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			comprises a tank containing a supply of suppression agent and a propellant for establishing a pressure within said tank sufficient to at least deliver the suppression agent from the tank to the distribution system;
a distribution system for receiving the fire suppressant agent from said reservoir and for conducting the fire suppressant agent to at least one location about said body;	Distribution pipes connected to the fire extinguisher container to deliver the fluid fire suppressant to nozzles placed in locations to discharge on a fuel spill. (Claim 27)	A distribution system for receiving the fire suppressant agent from said reservoir and for conducting the fire suppressant agent to at least one location about said body;	A distribution system for receiving the fire suppressant agent from said reservoir and for conducting the fire suppressant agent to at least one location about said body;
a sensor system for determining whether the vehicle has been subjected to an impact and whether the vehicle is moving subsequent to such an impact;	The instrument comprises an acceleration or deceleration sensor and a speed sensor, and the processor activates the fire extinguisher	A sensor system for determining whether the vehicle has been subjected to an impact and whether the vehicle is moving subsequent to such an impact; and	A sensor system for determining whether the vehicle has been subjected to an impact and whether the vehicle is moving subsequent to such an impact; and

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	according to at least an acceleration or deceleration condition indicative of a collision and a speed condition indicative of the vehicle slowing down. (Claim 32)		
and a controller, operatively connected with said sensor system and said reservoir, for causing said reservoir to initiate delivery of the fire suppressant agent from the reservoir to the distribution system.	and a processor to activate the fire extinguisher based on an indication of one or more conditions. (Claim 26)	A controller, operatively connected with said sensor system and said reservoir, for causing said reservoir to initiate delivery of the fire suppressant agent from the reservoir to the distribution system.	A controller, operatively connected with said sensor system and said reservoir, for causing said reservoir to initiate delivery of the fire suppressant agent from the reservoir to the distribution system.

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Count 1	Claim 3 of US 7,198,111	Claim 4 of US 7,198,111	Claim 5 of US 7,198,111
An automotive vehicle, comprising:	An automotive vehicle, comprising	An automotive vehicle, comprising	An automotive vehicle, comprising
a vehicle body;	a vehicle body;	a vehicle body;	a vehicle body;
a reservoir containing a fire suppressant agent, with said reservoir being mounted in proximity to said body;	A reservoir containing a fire suppressant agent, with said reservoir being mounted in proximity to said body, wherein said reservoir comprises a tank containing a supply of suppression agent and a pyrotechnic gas generator propellant for establishing a pressure within said tank sufficient to at least deliver the suppression agent from the tank to the distribution system;	A reservoir containing a fire suppressant agent and a compressed gas (Claim 4) propellant (Claims2), with said reservoir being mounted in proximity to said body;	A reservoir containing a fire suppressant agent, with said reservoir being mounted in proximity to said body;
a distribution system for receiving the fire suppressant agent	A distribution system for receiving the fire suppressant agent	A distribution system for receiving the fire suppressant agent	A distribution system for receiving the fire suppressant agent

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from said reservoir and for conducting the fire suppressant agent to at least one location about said body;	from said reservoir and for conducting the fire suppressant agent to at least one location about said body;	from said reservoir and for conducting the fire suppressant agent to at least one location about said body;	from said reservoir and for conducting the fire suppressant agent to at least one location about said body, the distribution system being a plurality of conduits feeding a plurality of nozzles (Claim 5);
a sensor system for determining whether the vehicle has been subjected to an impact and whether the vehicle is moving subsequent to such an impact;	A sensor system for determining whether the vehicle has been subjected to an impact and whether the vehicle is moving subsequent to such an impact;	A sensor system for determining whether the vehicle has been subjected to an impact and whether the vehicle is moving subsequent to such an impact;	A sensor system for determining whether the vehicle has been subjected to an impact and whether the vehicle is moving subsequent to such an impact;
and a controller, operatively connected with said sensor system and said reservoir, for causing said reservoir to initiate delivery of the fire suppressant agent from the reservoir to	A controller, operatively connected with said sensor system and said reservoir, for causing said reservoir to initiate delivery of the fire suppressant agent from the reservoir to the distribution	A controller, operatively connected with said sensor system and said reservoir, for causing said reservoir to initiate delivery of the fire suppressant agent from the reservoir to the distribution	A controller, operatively connected with said sensor system and said reservoir, for causing said reservoir to initiate delivery of the fire suppressant agent from the reservoir to the distribution

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the distribution system.	system.	system.	system.
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Count 1	Claim 6 of US 7,198,111	Claim 7 of US 7,198,111	Claim 8 of US 7,198,111
An automotive vehicle, comprising:	An automotive vehicle, comprising	An automotive vehicle, comprising	An automotive vehicle, comprising
a vehicle body;	a vehicle body;	a vehicle body;	a vehicle body;
a reservoir containing a fire suppressant agent, with said reservoir being mounted in proximity to said body;	A reservoir containing a fire suppressant agent, with said reservoir being mounted in proximity to said body;	A reservoir containing a fire suppressant agent, with said reservoir being mounted in proximity to said body;	A reservoir containing a fire suppressant agent, with said reservoir being mounted in proximity to said body;
a distribution system for receiving the fire suppressant agent from said reservoir and for conducting the fire suppressant agent to at least one location about said body;	A distribution system for receiving the fire suppressant agent from said reservoir and for conducting the fire suppressant agent to at least one location about said body, the distribution system being a plurality of conduits feeding a plurality of nozzles (Claim 5) including at least one pressure-	A distribution system for receiving the fire suppressant agent from said reservoir and for conducting the fire suppressant agent to at least one location about said body, the distribution system being a plurality of conduits feeding a plurality of nozzles (Claim 5) including at least one pressure-	A distribution system for receiving the fire suppressant agent from said reservoir and for conducting the fire suppressant agent to at least one location about said body;

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	responsive, variable geometry nozzle (Claim 6);	responsive, variable geometry nozzle (Claim 6) and a plurality of fixed geometry nozzles (Claim 7);	
a sensor system for determining whether the vehicle has been subjected to an impact and whether the vehicle is moving subsequent to such an impact;	A sensor system for determining whether the vehicle has been subjected to an impact and whether the vehicle is moving subsequent to such an impact;	A sensor system for determining whether the vehicle has been subjected to an impact and whether the vehicle is moving subsequent to such an impact;	An accelerometer (Claim 8) for determining whether the vehicle has been subjected to an impact and whether the vehicle is moving subsequent to such an impact;
and a controller, operatively connected with said sensor system and said reservoir, for causing said reservoir to initiate delivery of the fire suppressant agent from the reservoir to the distribution system.	A controller, operatively connected with said sensor system and said reservoir, for causing said reservoir to initiate delivery of the fire suppressant agent from the reservoir to the distribution system.	A controller, operatively connected with said sensor system and said reservoir, for causing said reservoir to initiate delivery of the fire suppressant agent from the reservoir to the distribution system.	A controller, operatively connected with said sensor system and said reservoir, for causing said reservoir to initiate delivery of the fire suppressant agent from the reservoir to the distribution system.

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Count 1	Claim 9 of US 7,198,111	Claim 10 of US 7,198,111	Claim 11 of US 7,198,111
An automotive vehicle, comprising:	An automotive vehicle, comprising	An automotive vehicle, comprising	An automotive vehicle, comprising
a vehicle body;	a vehicle body;	a vehicle body;	a vehicle body;
a reservoir containing a fire suppressant agent, with said reservoir being mounted in proximity to said body;	A reservoir containing a fire suppressant agent, with said reservoir being mounted in proximity to said body;	A reservoir containing a fire suppressant agent, with said reservoir being mounted in proximity to said body;	A reservoir containing a fire suppressant agent, with said reservoir being mounted in proximity to said body;
a distribution system for receiving the fire suppressant agent from said reservoir and for conducting the fire suppressant agent to at least one location about said body;	A distribution system for receiving the fire suppressant agent from said reservoir and for conducting the fire suppressant agent to at least one location about said body;	A distribution system for receiving the fire suppressant agent from said reservoir and for conducting the fire suppressant agent to at least one location about said body;	A distribution system for receiving the fire suppressant agent from said reservoir and for conducting the fire suppressant agent to at least one location about said body;
a sensor system for determining whether the vehicle has been subjected to an	A roadwheel speed sensor (Claim 9) system for determining whether	A global positioning sensor (Claim 10) system for determining whether	A sensor system for determining whether the vehicle has been subjected to an impact

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impact and whether the vehicle is moving subsequent to such an impact;	the vehicle has been subjected to an impact and whether the vehicle is moving subsequent to such an impact;	the vehicle has been subjected to an impact and whether the vehicle is moving subsequent to such an impact;	and whether the vehicle is moving subsequent to such an impact (Claim 1) and a manually activatable switch for causing the reservoir to initiate delivery of the fire suppressant agent from the reservoir to the distribution system (Claim 11);
and a controller, operatively connected with said sensor system and said reservoir, for causing said reservoir to initiate delivery of the fire suppressant agent from the reservoir to the distribution system.	A controller, operatively connected with said sensor system and said reservoir, for causing said reservoir to initiate delivery of the fire suppressant agent from the reservoir to the distribution system.	A controller, operatively connected with said sensor system and said reservoir, for causing said reservoir to initiate delivery of the fire suppressant agent from the reservoir to the distribution system.	A controller, operatively connected with said sensor system and said reservoir, for causing said reservoir to initiate delivery of the fire suppressant agent from the reservoir to the distribution system.

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Count 1	Claim 12 of US 7,198,111	Claim 17 of US 7,198,111	Claim 18 of US 7,198,111
An automotive vehicle, comprising:	An automotive vehicle, comprising	An onboard fire suppression system for an automotive vehicle, comprising:	An onboard fire suppression system for an automotive vehicle, comprising:
a vehicle body;	a vehicle body;	with said reservoir adapted for mounting to a vehicle	with said reservoir adapted for mounting to a vehicle
a reservoir containing a fire suppressant agent, with said reservoir being mounted in proximity to said body;	A reservoir containing a fire suppressant agent, with said reservoir being mounted in proximity to said body;	at least one reservoir containing a fire suppressant agent and a propellant for evacuating the fire suppressant agent from the reservoir, with said reservoir adapted for mounting to a vehicle;	at least one reservoir containing a fire suppressant agent and a propellant for evacuating the fire suppressant agent from the reservoir, with said reservoir adapted for mounting to a vehicle;
a distribution system for receiving the fire suppressant agent from said reservoir and for conducting the fire suppressant agent to at least one	A distribution system for receiving the fire suppressant agent from said reservoir and for conducting the fire suppressant agent to at least one location	a distribution system for receiving the fire suppressant agent from said reservoir, with said distribution system comprising at least one fixed	a distribution system for receiving the fire suppressant agent from said reservoir, with said distribution system comprising at least one fixed

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location about said body;	about said body;	geometry nozzle for discharging the fire suppressant agent in at least one location external to a vehicle;	geometry nozzle for discharging the fire suppressant agent in at least one location external to a vehicle;
a sensor system for determining whether the vehicle has been subjected to an impact and whether the vehicle is moving subsequent to such an impact;	A sensor system for determining whether the vehicle has been subjected to an impact and whether the vehicle is moving subsequent to such an impact (Claim 1) and a manually activatable switch for causing the reservoir to initiate delivery of the fire suppressant agent from the reservoir to the distribution system (Claim 11), the manually activatable switch comprising a manual pushbutton mounted upon a platform, and a platform contact set responsive to manual displacement of said	a sensor system for determining not only whether a vehicle has been subjected to a trigger impact having a magnitude in excess of a predetermined impact threshold, but also whether the vehicle has been moving subsequent to such an impact; a manually activatable switch, for use by an occupant of a vehicle, to indicate a desire to discharge fire suppressant agent from the reservoir;	a sensor system for determining not only whether a vehicle has been subjected to a trigger impact having a magnitude in excess of a predetermined impact threshold, but also whether the vehicle has been moving subsequent to such an impact; a manually activatable switch, for use by an occupant of a vehicle, to indicate a desire to discharge fire suppressant agent from the reservoir;

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	pushbutton as well as to manual displacement of a pivoting cover attached to the switch (Claim 12);		
and a controller, operatively connected with said sensor system and said reservoir, for causing said reservoir to initiate delivery of the fire suppressant agent from the reservoir to the distribution system.	A controller, operatively connected with said sensor system and said reservoir, for causing said reservoir to initiate delivery of the fire suppressant agent from the reservoir to the distribution system.	a controller, operatively connected with said sensor system, said reservoir, and said manually activatable switch, for causing said propellant to initiate delivery of the fire suppressant agent from the reservoir to the distribution system in the event that: i) either the manually activatable switch has been activated, or ii) the sensor system has determined that a trigger impact has occurred and that either the vehicle's	a controller, operatively connected with said sensor system, said reservoir, and said manually activatable switch, for causing said propellant to initiate delivery of the fire suppressant agent from the reservoir to the distribution system in the event that: i) either the manually activatable switch has been activated, or ii) the sensor system has determined that a trigger impact has occurred and that either the vehicle's

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		speed has crossed a predetermined threshold following the trigger impact, or that a predetermined period of time has passed following sensing of the trigger impact.	speed has crossed a predetermined threshold following the trigger impact, or that a predetermined period of time has passed following sensing of the trigger impact, the sensor and controller also controlling airbag deployment (Claim 18).
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Count 1	Claim 19 of US 7,198,111	Claim 20 in US 7,198,111	Claim 21 in US 7,198,111
An automotive vehicle, comprising:	An onboard fire suppression system for an automotive vehicle, comprising:	An onboard fire suppression system for an automotive vehicle, comprising:	An onboard fire suppression system for an automotive vehicle, comprising:
a vehicle body;	said reservoir adapted for mounting to a vehicle	said reservoir adapted for mounting to a vehicle	said reservoir adapted for mounting to a vehicle
a reservoir containing a fire suppressant agent, with said reservoir being mounted in proximity to said body;	at least one reservoir containing a fire suppressant agent and a propellant for evacuating the fire suppressant agent from the reservoir, with said reservoir adapted for mounting to a vehicle;	at least one reservoir containing an aqueous based liquid fire suppressant agent (Claim 20) and a propellant for evacuating the fire suppressant agent from the reservoir, with said reservoir adapted for mounting to a vehicle;	at least one reservoir containing a fire suppressant agent and a propellant for evacuating the fire suppressant agent from the reservoir, with said reservoir adapted for mounting to a vehicle;
a distribution system for receiving the fire suppressant agent from said reservoir and for conducting	a distribution system for receiving the fire suppressant agent from said reservoir, with said distribution	a distribution system for receiving the fire suppressant agent from said reservoir, with said distribution	a distribution system for receiving the fire suppressant agent from said reservoir, with said distribution

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the fire suppressant agent to at least one location about said body;	system comprising at least one fixed geometry nozzle for discharging the fire suppressant agent in at least one location external to a vehicle;	system comprising at least one fixed geometry nozzle for discharging the fire suppressant agent in at least one location external to a vehicle;	system comprising at least one fixed geometry nozzle and one variable geometry nozzle (Claim 21) for discharging the fire suppressant agent in at least one location external to a vehicle;
a sensor system for determining whether the vehicle has been subjected to an impact and whether the vehicle is moving subsequent to such an impact;	a sensor system for determining not only whether a vehicle has been subjected to a trigger impact having a magnitude in excess of a predetermined impact threshold, but also whether the vehicle has been moving subsequent to such an impact; a manually activatable switch, for use by an occupant of a vehicle, to indicate a desire to discharge fire suppressant agent from the reservoir;	a sensor system for determining not only whether a vehicle has been subjected to a trigger impact having a magnitude in excess of a predetermined impact threshold, but also whether the vehicle has been moving subsequent to such an impact; a manually activatable switch, for use by an occupant of a vehicle, to indicate a desire to discharge fire suppressant agent from the reservoir;	a sensor system for determining not only whether a vehicle has been subjected to a trigger impact having a magnitude in excess of a predetermined impact threshold, but also whether the vehicle has been moving subsequent to such an impact; a manually activatable switch, for use by an occupant of a vehicle, to indicate a desire to discharge fire suppressant agent from the reservoir;

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and a controller, operatively connected with said sensor system and said reservoir, for causing said reservoir to initiate delivery of the fire suppressant agent from the reservoir to the distribution system.	a controller, operatively connected with said sensor system, said reservoir, and said manually activatable switch, for causing said propellant to initiate delivery of the fire suppressant agent from the reservoir to the distribution system in the event that: i) either the manually activatable switch has been activated, or ii) the sensor system has determined that a trigger impact has occurred and that either the vehicle's speed has crossed a predetermined threshold following the trigger impact, or that a predetermined	a controller, operatively connected with said sensor system, said reservoir, and said manually activatable switch, for causing said propellant to initiate delivery of the fire suppressant agent from the reservoir to the distribution system in the event that: i) either the manually activatable switch has been activated, or ii) the sensor system has determined that a trigger impact has occurred and that either the vehicle's speed has crossed a predetermined threshold following the trigger impact, or that a predetermined	a controller, operatively connected with said sensor system, said reservoir, and said manually activatable switch, for causing said propellant to initiate delivery of the fire suppressant agent from the reservoir to the distribution system in the event that: i) either the manually activatable switch has been activated, or ii) the sensor system has determined that a trigger impact has occurred and that either the vehicle's speed has crossed a predetermined threshold following the trigger impact, or that a predetermined

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	period of time has passed following sensing of the trigger impact, the controller further including an integral power reserve. (Claim 19)	period of time has passed following sensing of the trigger impact.	period of time has passed following sensing of the trigger impact.
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Count 1	Claim 22 in US 7,198,111	Claim 23 of US 7,198,111	Claim 24 of US 7,198,111
An automotive vehicle, comprising:	An onboard fire suppression system for an automotive vehicle, comprising:	An onboard fire suppression system for an automotive vehicle, comprising:	An automotive vehicle, comprising
a vehicle body;	said reservoir adapted for mounting to a vehicle	said reservoir adapted for mounting to a vehicle	: a vehicle body; ... at least one occupant restraint airbag;
a reservoir containing a fire suppressant agent, with said reservoir being mounted in proximity to said body;	at least one reservoir containing a fire suppressant agent and a propellant for evacuating the fire suppressant agent from the reservoir, with said reservoir adapted for mounting to a vehicle;	A plurality of reservoirs (Claim 23) containing a fire suppressant agent and a propellant for evacuating the fire suppressant agent from the reservoir, with said reservoir adapted for mounting to a vehicle;	a reservoir containing a fire suppressant agent, with said reservoir being mounted in proximity to said body;
a distribution system for receiving the fire suppressant agent from said reservoir	a distribution system for receiving the fire suppressant agent from said reservoir,	a distribution system for receiving the fire suppressant agent from said reservoir,	a distribution system for receiving the fire suppressant agent from said reservoir

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and for conducting the fire suppressant agent to at least one location about said body;	with said distribution system comprising at least one fixed geometry nozzle and one variable geometry nozzle (Claim 22) for discharging the fire suppressant agent in at least one location external to a vehicle;	with said distribution system comprising at least one fixed geometry nozzle for discharging the fire suppressant agent in at least one location external to a vehicle;	and for conducting the fire suppressant agent to at least one location about said body;
a sensor system for determining whether the vehicle has been subjected to an impact and whether the vehicle is moving subsequent to such an impact;	a sensor system for determining not only whether a vehicle has been subjected to a trigger impact having a magnitude in excess of a predetermined impact threshold, but also whether the vehicle has been moving subsequent to such an impact; a manually activatable switch, for use by an occupant of a vehicle, to indicate a desire to discharge fire suppressant agent	a sensor system for determining not only whether a vehicle has been subjected to a trigger impact having a magnitude in excess of a predetermined impact threshold, but also whether the vehicle has been moving subsequent to such an impact; a manually activatable switch, for use by an occupant of a vehicle, to indicate a desire to discharge fire suppressant agent	a sensor system for determining whether the vehicle has been subjected to a trigger impact having a severity in excess of a predetermined threshold impact value and whether the vehicle is moving subsequent to such an impact; and

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	from the reservoir;	from the reservoir;	
and a controller, operatively connected with said sensor system and said reservoir, for causing said reservoir to initiate delivery of the fire suppressant agent from the reservoir to the distribution system.	<p>a controller, operatively connected with said sensor system, said reservoir, and said manually activatable switch, for causing said propellant to initiate delivery of the fire suppressant agent from the reservoir to the distribution system in the event that:</p> <p>i) either the manually activatable switch has been activated, or</p> <p>ii) the sensor system has determined that a trigger impact has occurred and that either the vehicle's speed has crossed a predetermined threshold following</p>	<p>a controller, operatively connected with said sensor system, said reservoir, and said manually activatable switch, for causing said propellant to initiate delivery of the fire suppressant agent from the reservoir to the distribution system in the event that:</p> <p>i) either the manually activatable switch has been activated, or</p> <p>ii) the sensor system has determined that a trigger impact has occurred and that either the vehicle's speed has crossed a predetermined threshold following</p>	<p>a controller, operatively connected with said sensor system, said reservoir, and said occupant restraint airbag, for causing said airbag to deploy and for causing said reservoir to initiate delivery of the fire suppressant agent from the reservoir to the distribution system, in the event that said sensor system determines that a trigger impact has occurred.</p>

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	the trigger impact, or that a predetermined period of time has passed following sensing of the trigger impact.	the trigger impact, or that a predetermined period of time has passed following sensing of the trigger impact.	
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Count 1	Claim 25 of US 7,198,111	Claim 28 of US 7,198,111	Claim 29 of US 7,198,111
An automotive vehicle, comprising:	An automotive vehicle, comprising:	An automotive vehicle, comprising:	An automotive vehicle, comprising:
a vehicle body;	a vehicle body; at least one occupant restraint airbag;	a vehicle body;	a vehicle body;
a reservoir containing a fire suppressant agent, with said reservoir being mounted in proximity to said body;	a reservoir containing a fire suppressant agent, with said reservoir being mounted in proximity to said body;	a reservoir comprising a tank containing both a fire suppressant agent and a pyrotechnic propellant, with said reservoir being mounted in proximity to said body;	a reservoir comprising a tank containing both a fire suppressant agent and a pyrotechnic propellant, with said reservoir being mounted in proximity to said body;
a distribution system for receiving the fire suppressant agent from said reservoir and for conducting the fire suppressant agent to at least one location about said	a distribution system for receiving the fire suppressant agent from said reservoir and for conducting the fire suppressant agent to at least one location about said body;	A distribution system for receiving the fire suppressant agent from said reservoir and for conducting the fire suppressant agent to at least one location about said body;	A distribution system for receiving the fire suppressant agent from said reservoir and for conducting the fire suppressant agent to at least one location about said body;

body;			
a sensor system for determining whether the vehicle has been subjected to an impact and whether the vehicle is moving subsequent to such an impact;	a sensor system for determining whether the vehicle has been subjected to a trigger impact having a severity in excess of a predetermined threshold impact value and whether the vehicle is moving subsequent to such an impact; and	A sensor system for determining whether the vehicle has been subjected to an impact and whether the vehicle is moving subsequent to such an impact; and	A sensor system for determining whether the vehicle has been subjected to an impact and whether the vehicle is moving subsequent to such an impact; and
and a controller, operatively connected with said sensor system and said reservoir, for causing said reservoir to initiate delivery of the fire suppressant agent from the reservoir to the distribution system.	a controller, operatively connected with said sensor system, said reservoir, and said occupant restraint airbag, for causing said airbag to deploy and for causing said reservoir to initiate delivery of the fire suppressant agent from the reservoir to the distribution system, in the event that said	A controller, operatively connected with said sensor system and said reservoir, for causing said propellant to initiate delivery of the fire suppressant agent from the reservoir to the distribution system.	A controller, operatively connected with said sensor system and, by armored wiring to a plurality of squibs contacting said propellant (Claim 29), for causing said propellant to initiate delivery of the fire suppressant agent from the reservoir to the distribution system.

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	sensor system determines that a trigger impact has occurred and that either a predetermined threshold speed has been crossed or a predetermined period of time has passed (Claim 25).		
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Proposed Count 2:

A method for operating a fire suppression system installed in an automotive vehicle, comprising the steps of: sensing an impact upon the vehicle; sensing the vehicle's speed following the impact; and discharging a fire suppression agent from an onboard reservoir in the event that the vehicle's speed crosses a predetermined speed threshold following sensing of an impact.

Applicants' claims 50 and 56 correspond to Count 2 as do claims 13 - 16 and 26-27 of United States Patent No. 7,198,111:

Count 2	Applicants' Claim 50	Applicants' Claim 56 and Claim 13 of US 7,198,111	Claim 14 of US 7,198,111
A method for operating a fire suppression system	A method for suppressing vehicle fires, comprising:	A method for operating a fire suppression system	A method for operating a fire suppression system

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installed in an automotive vehicle, comprising the steps of:	activating a fire suppression system fit into an automobile (Claim 41)	installed in an automotive vehicle, comprising the steps of:	installed in an automotive vehicle, comprising the steps of:
sensing an impact upon the vehicle;	activating the fire suppression system on a condition of acceleration or deceleration that is indicative of a collision (Claim 50)	sensing an impact upon the vehicle;	sensing an impact upon the vehicle;
sensing the vehicle's speed following the impact;	according to at least one condition selected from the group consisting of acceleration, deceleration, speed, (Claim 41)	sensing the vehicle's speed following the impact; and	sensing the vehicle's speed following the impact; and
and discharging a fire suppression agent from an onboard reservoir in the event that the vehicle's speed crosses a predetermined speed threshold following sensing of an impact.	and on a condition of speed provided the vehicle has reached a minimum speed condition (Claim 50).	discharging a fire suppression agent from an onboard reservoir in the event that the vehicle's speed crosses a predetermined speed threshold following sensing of an impact.	discharging a fire suppression agent from an onboard reservoir after a predetermined period of time following an impact (Claim 14), following sensing of an impact.

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Count 2	Claim 15 of US 7,198,111	Claim 16 of US 7,198,111	Claim 26 of US 7,198,111
A method for operating a fire suppression system installed in an automotive vehicle, comprising the steps of:	A method for operating a fire suppression system installed in an automotive vehicle, comprising the steps of:	A method for operating a fire suppression system installed in an automotive vehicle, comprising the steps of:	A method for operating a fire suppression system installed in an automotive vehicle, comprising the steps of:
sensing an impact upon the vehicle;	sensing an impact upon the vehicle;	sensing an impact upon the vehicle;	sensing an impact upon the vehicle;
sensing the vehicle's speed following the impact;	sensing the vehicle's speed following the impact; and	sensing the vehicle's speed following the impact; and	sensing the vehicle's speed following the impact; and
and discharging a fire suppression agent from an onboard reservoir in the event that the vehicle's speed crosses a predetermined speed threshold following sensing of an impact.	discharging a fire suppression agent from an onboard reservoir when the vehicle's speed crosses a predetermined threshold that is greater than zero (Claim 15), following	discharging a fire suppression agent from an onboard reservoir in the event that the vehicle's speed crosses a predetermined speed threshold following sensing of an impact.	discharging a fire suppression agent from an onboard reservoir when the vehicle's speed crosses a predetermined speed threshold and the acceleration of the vehicle crosses a

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	sensing of an impact.		predetermined acceleration threshold.
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Count 2	Claim 27 of US 7,198,111
A method for operating a fire suppression system installed in an automotive vehicle, comprising the steps of:	A method for operating a fire suppression system installed in an automotive vehicle, comprising the steps of:
sensing an impact upon the vehicle;	sensing an impact upon the vehicle;
sensing the vehicle's speed following the impact;	sensing the vehicle's speed following the impact; and
and discharging a fire suppression agent from an onboard reservoir in the event that the vehicle's speed crosses a predetermined speed threshold following sensing of an impact.	discharging a fire suppression agent from an onboard reservoir when the vehicle's speed crosses a predetermined speed threshold and the acceleration of the vehicle crosses a predetermined acceleration threshold, or after a predetermined time if the vehicle's speed has not crossed the predetermined speed and acceleration thresholds. (Claim 27)

(3) For each count, provide a claim chart comparing at least one claim of each party corresponding to the count and show why the claims interfere within the meaning of §41.203(a). The claim chart is presented above. It is noted that during prosecution of the application that matured to the 7,198,111 patent, all claims except claim 12 were deemed to be anticipated or rendered obvious by Applicants' published patent application, either alone or in combination with US Patent No. 5,808,541 (claim 10) or US Patent No. 5,129,386 (claim 22).

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(4). Explain in detail why applicant will prevail on priority. Applicants' patent application serial number 10/825,076 was filed on April 15, 2004 and significant subject matter is entitled to an April 15, 2003 filing date, asserting the benefit of parent provisional patent application serial number 60/463,485. The earliest constructive reduction to practice available to US Patent No. 7,198,111 is a filing date of March 22, 2005. It is respectfully noted that under 47 CFR 41.202(d) because applicants' constructive reduction to practice date is earlier than patentee's constructive reduction to practice date, applicants are not required to submit a priority showing with this Interference Suggestion.

In the event that the Declaration under 37 CFR 1.131 filed by the patentees during prosecution of the application that matured into US Patent No. 7,198,111 is deemed to provide a conception date prior to Applicants' constructive reduction to practice date, Applicants will prevail on priority based on documents demonstrating a conception date coupled with diligence that is prior to patentee's actual reduction to practice date.

The Declaration under 37 CFR 1.131 filed by the patentees redacted their asserted conception date and actual reduction to practice date. An interference is required to determine entitlement to the redacted dates. The Declaration under 37 CFR 1.131 makes no assertion as to diligence between conception date and actual and/or constructive reduction to practice dates. An interference is required to determine patentee's diligence.

(5). If a claim has been added or amended to provoke an interference, provide a claim chart showing the written description for each claim in Applicants' specification.

Applicants' originally filed claims 26, 27, 32, and 41 have been amended. The dependency of claim 32 has been changed from an independent claim to a more restricted

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dependent claim in the chain of claims. As such, the amendment narrows an originally filed claim and is fully supported by the originally filed claims.

Claim 26 has been amended to add that the fire extinguisher includes a gas generator, as supported by Applicants' specification at Page 6, lines 13 – 14 ("suppressant is propelled from the tank by the high-pressure gas generator discharge"). Further, the fire extinguisher is fit into the vehicle, as supported by Applicants' specification at Page 6, line 2 ("The system fits into the existing vehicle").

Claim 27 has been amended to add that the vehicle is a passenger automobile, as supported by Applicants' specification at Page 4, line 4 ("Representative vehicles include passenger automobiles").

Claim 41 has been amended to add that the fire extinguisher is fit into the vehicle, as supported by Applicants' specification at Page 6, line 2 ("The system fits into the existing vehicle").

The following claim chart illustrates support in the Applicants' patent application specifications for new claims 55 and 56. '485 refers to Provisional Patent Application Serial Number 60/463485 and '076 refers to Non-Provisional Patent Application Serial Number 10/825076. "P" and "L" refer to Page and Line citations in applicants' originally filed patent application specifications. It is believed that both new claims are supported by the provisional patent application and that citations to the non-provisional patent application provides clarity to the new claims.

New Claims	Specification	Drawings
55. An automotive vehicle, comprising:	"vehicles include passenger automobiles" {'485, P 2, L 27}	{ '485, Fig. 7 }
a vehicle body;	Figure 7 shows a vehicle body.	{ '485, Fig. 7 }

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New Claims	Specification	Drawings
a reservoir containing a fire suppressant agent, with said reservoir being mounted in proximity to said body;	"a fire extinguisher is shown mounted in the trunk location of the vehicle" {'485, P 14, L 29-30}. "The fire extinguisher 100 includes a vessel 102 containing a liquid fire extinguishing and suppression agent 104" {'485, P 13, L 30-31}.	{ '485, Fig. 7 }
a distribution system for receiving the fire suppressant agent from said reservoir and for conducting the fire suppressant agent to at least one location about said body;	"the fire extinguisher of FIGURES 1, 2 and 3 is shown provided with plumbing 112, that includes distribution lines 114 and 116, respectively, connected to the main header distribution line 112. Lines 114 and 116 may be strategically located on the underside of the vehicle body in proximity to the fuel tank." {'485, P 14, L 25-29}	{ '485, Fig. 6 }
a sensor system for determining whether the vehicle has been subjected to an impact and whether the vehicle is moving subsequent to such an impact; and	"The method includes detecting rapid acceleration of a vehicle on the order that would signify a sudden impact or collision. It is to be appreciated that the acceleration can also be negative acceleration or deceleration." {'485, P 3, L 23-25}.	{ '076, Fig. 4 }
a controller, operatively connected with said sensor system and said reservoir, for causing said reservoir to initiate delivery of the fire suppressant agent from the reservoir to the distribution system.	"The method includes activating the fire extinguisher according to the sensors." {'485, P4, L 9-10}.	{ '076, Fig. 4 }
56. A method for operating a fire suppression system installed in an automotive vehicle,	"method for extinguishing vehicle fires" {'485, P 3, L 22}.	{ '485, Fig. 7 }

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New Claims	Specification	Drawings
comprising the steps of: sensing an impact upon the vehicle;	"detecting rapid acceleration of a vehicle on the order that would signify a sudden impact" {'485, P 3, L 23}.	{ '076, Fig. 4}
sensing the vehicle's speed following the impact; and	"positive and negative acceleration can indicate the need to function a fire extinguisher" {'485, P 3, L 28}.	{ '076, Fig. 4}
discharging a fire suppression agent from an onboard reservoir in the event that the vehicle's speed crosses a predetermined speed threshold following sensing of an impact.	"system is configured to activate on a process signal initiated by the acceleration sensor" {'485, P 3, L 14}. "the speed sensor 410 signal can be combined with other instruments, such as an acceleration sensor." {'076, P 17, L 12-13}.	{ '076, Fig. 4}

6. For each constructive reduction to practice to which the applicant wishes to be accorded a benefit, provide a claim chart showing where the disclosure provides a constructive reduction to practice within the scope of the interfering subject matter.

Count 1	Specification	Drawings
An automotive vehicle, comprising:	"vehicles include passenger automobiles" {'485, P 2, L 27}	{ '485, Fig. 7}
a vehicle body;	Figure 7 shows a vehicle body.	{ '485, Fig. 7}
a reservoir containing a fire suppressant agent, with said reservoir being mounted in proximity to said body;	"a fire extinguisher is shown mounted in the trunk location of the vehicle" {'485, P 14, L 29-30}. "The fire extinguisher 100 includes a vessel 102 containing a liquid fire	{ '485, Fig. 7}

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	extinguishing and suppression agent 104" {'485, P 13, L 30-31}.	
a distribution system for receiving the fire suppressant agent from said reservoir and for conducting the fire suppressant agent to at least one location about said body;	"the fire extinguisher of FIGURES 1, 2 and 3 is shown provided with plumbing 112, that includes distribution lines 114 and 116, respectively, connected to the main header distribution line 112. Lines 114 and 116 may be strategically located on the underside of the vehicle body in proximity to the fuel tank." {'485, P 14, L 25-29}	{ '485, Fig. 6}
a sensor system for determining whether the vehicle has been subjected to an impact and whether the vehicle is moving subsequent to such an impact; and	"The method includes detecting rapid acceleration of a vehicle on the order that would signify a sudden impact or collision. It is to be appreciated that the acceleration can also be negative acceleration or deceleration." {'485, P 3, L 23-25}.	{ '076, Fig. 4}
a controller, operatively connected with said sensor system and said reservoir, for causing said reservoir to initiate delivery of the fire suppressant agent from the reservoir to the distribution system.	"The method includes activating the fire extinguisher according to the sensors." {'485, P4, L 9-10}.	{ '076, Fig. 4}

Count 2	Specification	Drawings
A method for operating a fire suppression system installed in an automotive vehicle,	"method for extinguishing vehicle fires" {'485, P 3, L 22}.	{ '485, Fig. 7}
comprising the steps of:	"detecting rapid acceleration	{ '076, Fig. 4}

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sensing an impact upon the vehicle;	of a vehicle on the order that would signify a sudden impact" {'485, P 3, L 23}.	
sensing the vehicle's speed following the impact; and	"positive and negative acceleration can indicate the need to function a fire extinguisher" {'485, P 3, L 28}.	{ '076, Fig. 4}
discharging a fire suppression agent from an onboard reservoir in the event that the vehicle's speed crosses a predetermined speed threshold following sensing of an impact.	"system is configured to activate on a process signal initiated by the acceleration sensor" {'485, P 3, L 14}. "the speed sensor 410 signal can be combined with other instruments, such as an acceleration sensor." {'076, P 17, L 12-13}.	{ '076, Fig. 4}

Standard of Proof under 37 CFR 41.207(a) (2)

In accordance with 37 CFR 41.207(a)(2), because the earliest constructive reduction to practice for United States Patent No. 7,198,111 is March 22, 2005 and Applicants' patent application published as United States Patent Application Publication No. 2004/0226726 on November 18, 2004, it is respectfully requested that any priority asserted patentees must be proven by clear and convincing evidence.

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Power of Attorney

A new Power of Attorney is enclosed.

It is respectfully requested that an Interference be declared. If the Examiner has any questions or believes that a discussion with Applicants' attorney would expedite such declaration, the Examiner is invited and encouraged to contact the undersigned at the telephone number below.

Please apply any credits or charge any deficiencies to our Deposit Account No. 23-1665.

Respectfully submitted,
Gary F. Holland, et al.



Gregory S. Rosenblatt
Reg. No. 32,489

Date: July 16, 2007

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